

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in this
HONGKONG WEEKLY
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with which is incorporated the
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No. 15,512. 號二十百五千五萬一第 日一初月二十年三十三緒光 HONGKONG, SATURDAY, JANUARY 4TH 1908. 大拜禮 號四月正年八零百九千一英港香 PRICE, \$3 PER MONTH

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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.00 per cask ex Factory.
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Hongkong, 2nd December, 1907. 81

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12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 3.00 p.m. ... Every 15 minutes.

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SPECIAL CARS by arrangement at the Com-
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Hongkong, 9th May, 1907. 677

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**FRUIT. ALMOND. CHERRY. MARZIPAN. MADEIRA.
SULTANA. GINGER. GENOA.**

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Hongkong, 28th December, 1907. a32

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Hongkong, 27th November, 1907. a1884

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UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
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Hongkong, 1st April, 1904.

[697-1]

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THE MOST POPULAR WINE.

Can be had in the following qualities:—

EXTRA DRY (Gout Americanin).
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**SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER
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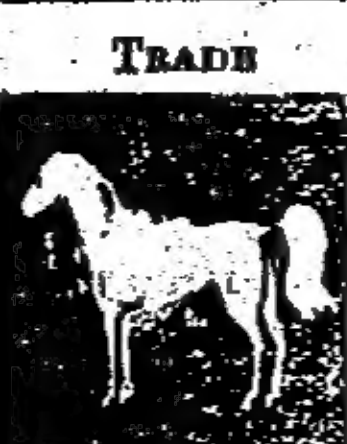
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for a short period.

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons

Well Furnished Reception Rooms

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Residents

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Every Comfort.

Ladies' Afternoon Tea Rooms

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CHARGES MODERATE, AND NO EXTRAS.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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MANAGER.

Hongkong, 24th July, 1905. a1704

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APPROACH FROM KENNEDY ROAD AND

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ELECTRIC LIGHT, Hot and Cold Water

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golfing green and fine stabling for horses.

Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"

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STANDING in its own grounds with Tennis

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Well Furnished Bedrooms, every home comfort.

Fine View of the Harbour; Terms moderate.

Telephone No. 680.

Apply to Mrs. F. W. WATTS.

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Hongkong, 4th December, 1907. a140

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(HOTEL-SANITARIUM OF SOUTH

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MACAO.

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days' rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (S.S. *Sui Tin* and *Sui Tai*) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with both

these centres.

Cable Address: "BOA VISTA."

For Terms, apply

THE MANAGER.

a172

VICTORIA HOTEL.

SHAMKIN—CANTON.

FIRST CLASS EUROPEAN HOTEL.

On the British Consulate.

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A. S. WATSON & CO.
LIMITED

THE GREAT POPULARITY
OF

WATSON'S

VERY OLD LIQUEUR
SCOTCH WHISKY
HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE
OF
QUALITY.

IT IS A
PURE MALT
WHISKY
OF
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

PER DOZEN - \$16.50.

A. S. WATSON & CO.
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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS
Hongkong, 4th January, 1908

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On December 24th, at Shanghai, the wife of

MARRIAGE.

On December 24th, at Shanghai, EDWIN JAMES

MALPAS, of the London Mission, Shanghai, to

FLORENCE A. GAIN.

HONGKONG OFFICE: 104, DES VŒUX ROAD C.

LONDON OFFICE: 131, FLEET STREET, F.O.

The Daily Press.

HONGKONG, JANUARY 4TH, 1908.

SOME remarks which were made by Mr.

RUDYARD KIPPLING, at a banquet given to

him at the Canadian Club at Ottawa, upon

the vexed question of the employment of

Asiaties in our Colonies, throw an important

light upon the subject, and offer a hope that

a reasonable solution of the difficulty may

be found. He stated in his address that he

had been assured, one day, when a shipload

of Hindus came in, that they would add to

the already large mass of the unemployed

in the streets of the City; but he found a

little later, from the Indians themselves

that they had only been a few hours in port

when the majority had already been engaged

to work on unskilled labour that white men

could not handle. He added that there was

no need for white men to handle that labour

and there was not even enough white labour

to oversee the unskilled labour. In these

remarks Mr. KIPPLING has touched the real

point of the matter, which, though attention

has repeatedly been directed to it, is

persistently overlooked by those who make

it their business to oppose any introduction

of Asiaties as labourers in our Colonies.

The form in which the case is put is the

assumption that there is a certain definite

amount of work to be performed and a

certain number of white labourers ready and

willing to do it, and that consequently the

Asiaties are only taking the bread out of the

Europeans' mouths by doing the work at a

less wage than the latter can live upon.

Something of this kind, it is fair to admit,

does occasionally occur in respect to skilled

labour but it is only a very limited number

of coolies either Indian, Chinese or Japanese

who are competent to compete with artisans

and other skilled workers. In respect to the

bulk of the work which the Asiatic labourer

does it is mere rough labour which would

not be performed at all by Europeans; but

which, while being done by the Asiatic, will

afford openings for the white men as over-

seers, and when accomplished will be the

means of employing large numbers of

Europeans permanently. One of the best

illustrations of this is the Pacific Railway

which could not at the time it was made

have been completed without the aid of the

Chinese coolie, but which now is the direct

means of employment of thousands of

Americans, to say nothing of the num-

bers who find employment indirectly

through its influence in the development

of the country and the vast amount of

trade which it has introduced. This is

known to be the true bearing of the

matter, but unfortunately it is not put

before the working men in that light.

They are led to believe that they could

get the work to do if the Asiatic did not

compete with them and accept much lower

wages than they could work for. Un-

fortunately, however, this is in nearly all

cases a simple delusion. It is only because

cheap labour can be obtained that a certain

class of work—much of the rough work

that has to be done in opening up new

Colonies—can be profitably undertaken at

all. The white labourer, therefore, so far

as that part of the work is concerned is in

precisely the same position whether the

coolie were there or not. In either case,

he does not get the work; but if it is done

by the Asiatic he has the chance of some

employment as overseer, and ultimately

benefits by the cities or the country being

improved and opened up. It may, of course,

be said that this is a view of the subject

which the statesman may be expected to

take, but that it can hardly be expected

that the labourers themselves will deal with

the question upon so broad a basis. This,

no doubt, is the chief difficulty that has to

be dealt with; but may it not be hoped

that the European workmen will, as time

goes on, come to see the matter in its true

light? It has been persistently put before

them by their leaders in the wrong form,

for the simple reason that it suits the

demagogues who rise to power on the

working men's shoulders, to flatter their

prejudices, rather than endeavour really

to benefit them. As time goes on may it not

be hoped that the working men will be

shrewd enough to find out a few plain facts

for themselves and to realise that it is not

to their interests to prevent those who can

do a certain class of work, which they them-

selves cannot do, from performing it, and

thus opening up the way to employment

which they otherwise could not obtain?

The first plague case of the year was notified

yesterday.

The German Mail of the 4th December was

delivered in London on the 2nd inst.

On Thursday morning, while a coolie was

working on the "Green decks of the s.s.

"Takasaki Maru" a large case fell on him.

He was killed instantly. His body was removed

to the mortuary.

The native who was caught in the act of

leaving the premises of Messrs. Sinoore and Co.

with \$30 worth of cloth was yesterday sentenced

by Mr. H. H. J. Gompertz to three months'

imprisonment and four hours' stocks. The

second defendant was discharged.

The burlesque "Live in Lotus Land," which

the members of the Catholic Union have played

to large houses during the week, will be staged

for a last time this evening. Those who have

not yet seen the clever acting of the amateurs

should embrace this last opportunity.

This afternoon at 3.30 there is the matinee

performance of "Mother Goose" by the Lilliputians,

and to-night the last performance of that

pantomime. On Monday night, it will be the

"Belle of New York" again; on Tuesday night,

"In Town;" and on Wednesday night "La

Poupée." Then the com any goes to Shang-

hai, leaving Hongkong for another three years.

Strange sounds at the door of No. 63, Des

Vœux Road, West early yesterday morning

awoke a sleeping foki, who awaited results. It

was not long before the door was quietly opened

and a man entered and closed it again. Then

the foki seized the entrant, and a struggle

followed. The foki received a nasty wound on

the forehead from a look pick, but, along to his

assistant until assistance arrived. Then he

was removed to hospital, and the other man to

jail. The latter will be charged shortly with

breaking and entering.

A coolie appeared before Mr. F. A. Haselund

at the Police Court yesterday charged with

attempting to break into house No. 88,

Macdonald Road, Kowloon. He told his

Worship he was cold, and was forcing an

entrance to get somewhere to sleep. The

magistrate gave him with lodgings for the

next three weeks, during which time he

will be kept at hard labour.

A native who was caught in the sergeants'

quarters at the West Point Police Station on

Thursday, told Sergeant Lunagan that he was

looking for a lost clansman. The Sergeant

charged him with being a rogue and a vagabond,

and with trespass, and at the Police Court

yesterday Mr. H. H. J. Gompertz sentenced

him to six weeks' imprisonment.

The part played by fleas in the spread of the

plague is dealt with in an able manner by

"J. W. W. S." in "Nature." A Latin writer,

Avicenna, is quoted to show that about the year

1000 it was known that there was some definite

connection between rats and plague. In more

recent years it has been a matter of common

observation in India that in times of plague a

large number of dead rats are found. And these

are found to contain the plague bacilli in

abundance. In 1893 Simond expressed the view

that in the majority of cases the plague was

conveyed from the rat to man through the

agency of the flea. Experiments which he tried

with fleas from rats dead of the plague showed

how this is possible. Other experiments have

obtained similar results, while others have been

rather led to doubt Simond's generalization.

By kind permission of Lieut.-Col. W. Scott

Moncrieff and officer, the band of the Third

Battalion "The Dukes of Cambridge's Own"

(Middlesex Regiment) will play the following

programme of music during dinner, at the

Hongkong Hotel, this (Saturday) evening:—

Polonaise..... "Musien,"..... Faust

Polonaise..... "The Natunamenger,"..... Ziehrer

Polonaise..... "The Natunamenger,"..... Ziehrer

Polonaise..... "The Natunamenger,"..... Ziehrer

Polonaise..... "The Natunamenger,"..... Ziehrer

Polonaise..... "The Natunamenger,"..... Ziehrer

Polonaise..... "The Natunamenger,"..... Ziehrer

Polonaise..... "The Natunamenger,"..... Ziehrer

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ST. JOSEPH'S COLLEGE PRIZE DISTRIBUTION.

The annual distribution of prizes at St. Joseph's College took place yesterday afternoon, H.E. the Governor and Lady Lugard presiding. There was a large attendance at the hour of starting, when the playing of a stanza of the National Anthem announced the arrival of His Excellency and Lady Lugard, who were accompanied by Mr. A. J. Brackenbury and Captain Fleming, A.D.C. Among others present were the Rev. Bishop Pozzoni, Mr. J. J. Leiris, vice-consul for Portugal, Dr. and Mrs. Bateson-Wright, Mr. Jorge, the Rev. Father Augustin and many Catholic clergy and Convent Sisters. After an opening oration by Mr. O. Baptista, the director of music, Master Peter Forrest read the following address to their Excellencies Sir Frederick and Lady Lugard—

Hongkong, 3rd January, 1908.

To their Excellencies Sir Frederick and Lady Lugard.

Your Excellencies,

In presenting you this address of welcome, we beg to tender you our sincerest thanks for the honour you have conferred on us to-day by condescending to preside at this ceremony, and to distribute the prizes to the deserving students.

When we see the highest authority in the land taking an active interest in the great cause of education, we cannot help being impressed with the importance of the work in which we are engaged. In his numerous discourses on education, your worthy predecessor, Sir Matthew Nathan, emphasized the great necessity there is now-a-days for men of character and erudition. It shall therefore be our constant ambition to emulate the example of those great men, who in their youth laboured zealously to acquire knowledge, and in after life shed around them the lustre of their learning and noble deeds. By thus acting, we shall prove ourselves worthy subjects of the great and noble Empire, which Your Excellencies have done so much to advance, and which can be maintained only by the self-sacrificing exertions of men of duty and ability.

We can assure you that your presence here to-day will stimulate both teachers and pupils to renewed efforts for the coming year, and will at the same time prove a fruitful source of encouragement in the difficulties that must inevitably be encountered. At the close of the year 1907 we hope to have the pleasure of presenting you a very favourable report of the work we shall have accomplished, and thus deserve your approbation, which will go far to reward us for our efforts.

May health and happiness ever attend on your Excellencies, and may our beloved island-home long enjoy the blessings of peace and prosperity during your administration: such is the earnest prayer of

THE PUPILS OF ST. JOSEPH'S COLLEGE.

Then the pupils of the College presented an amusing caudeca called "Ye Mariners of England," in which the characters were 'Jack Lubber' Master Max Sternberg, 'Smack Bowling' Master Patrick Murray, 'Sam Smuck' Master Fernando Tavares, 'Dick Roper' Master Rudolph Baptista, 'Ned Decker' Master José Rodrigues and 'Petty Petrel' Master José Tavares.

The Rev. Brother SYLVESTER read the annual report of the College, which was published in yesterday's issue of the Daily Press, and concluded by cordially thanking their Excellencies for the honour they had conferred on the College by attending to present the prizes. They were also thankful to his Lordship the Bishop for taking part in the ceremony.

His EXCELLENCY—My Lord Bishop, Rev. Father, Ladies and Gentlemen: The short time I have been in the Colony, and the pressure of other work has made it impossible for me to fulfil the intention I had of visiting this school, and seeing it when the curriculum was in full swing, and when I could have seen for myself the methods of work and the success achieved both in the class room and on the play ground, and on the latter I set great stress. Therefore I come before you to-day to assume the honour and privilege of presenting the prizes to the scholars somewhat as a stranger, but I hope before another year has gone round, before prize day comes this time next year, that I will have proved to you the deep interest I feel in the education of the Colony, and that I will have formed a much closer acquaintance with St. Joseph's College. I think we may say that the standard, progress and development of a country is very largely gauged by the facilities for education which are given to its citizens, and I think that in respect Hongkong can claim not to be behind hand. The amount which the Government gives in assisting the education of the Colony is continuously increasing. In 1906 it formed 26 per cent of the total revenue of the Colony; in the following year it rose to 28 per cent, and in the current year it will make a considerable increase, as it formed 32 per cent of the total revenue of the Colony. St. Joseph's College, I learn, has been founded chiefly for the non-Chinese portion of the Hongkong community, although you have lately formed a Chinese section which the Inspector of Schools reports is a very great success. Ladies and gentlemen: I think, however, that special interest should be given to that class of school which provides for the non-Chinese community. Though I yield to none in my earnest desire for the education of the Chinese, who form the bulk of our population, still it is inevitable that Chinese scholars who pass through our school will to a great measure be lost to us later, and disappear in the great China beyond. It is also a fact that the Chinese do not so directly benefit the Colony, because a large number of them find employment outside, whereas the non-Chinese section is one which is employed largely within the Colony. Per-

haps the most stable portion of the population here in the Portuguese, and I understand that St. Joseph's College provides specially for them, and I hope that we shall see many pupils from this school taking places in the Government service and large mercantile houses in the Colony, and holding positions of trust and responsibility. In order to occupy successfully such positions, it is beyond all necessary that they should make themselves proficient in typewriting and shorthand, in bookkeeping, and in a fluent knowledge of English, and I am glad to see that special attention is devoted to these subjects in this College, and that the Inspector of Schools chooses these very subjects for special commendation in his report. I am glad to notice too, that in the matter of shorthand you are receiving much assistance from several members of the local Press. One word more as to the special features of St. Joseph's. I notice you have a considerable number of boarders, and I should like to see that number increased. Ladies and gentlemen, I have a very special interest in schools which are board schools, because I think a school boy loses one half at least of the benefits which he might derive from his school life, by being a day boy. It is by being a boarder that he learns to get self-reliance, to find his own level amongst his comrades, and learns that code of the school of honour which I am proud to say is one of the features of the boys of England. I congratulate the headmaster, Brother Sylvester, and the staff, on the success of the year's work, for the report is one of which they may be justly proud. The grant is being increased this year from \$30 to \$35, as the school is again reported, for the second year in succession, to be thoroughly efficient. I am glad to see the average attendance is very much in excess of last year, and congratulate Master Carlos Sequeira for having gained the first prize in hygiene, and Master Lopes for winning the Bellios prize for geography, and I also congratulate you heartily for the good results obtained at the Oxford Local Examinations. Before sitting down I would like to add one other word: that is, to express my acknowledgments as so many have done before me, for the liberal mind, unbogged and unsectarian way in which the Roman Catholic community of this Colony has aided in the progress of education (applause).

His LORDSHIP THE BISHOP thanked their Excellencies very sincerely for the great kindness they had shown in condescending to preside at the distribution of prizes. He was sure that such interest as His Excellency the Governor and Lady Lugard took in education would be a great source of encouragement both to teachers and pupils. It had always been the aim of St. Joseph's to prepare boys for the duties they would be called upon to perform in after life, and that was the reason why commercial and practical subjects held such a prominent place in the school's curriculum. The kind words His Excellency had spoken to the boys would, His Lordship sincerely trusted, bring home to them the importance of making the most of their school days, and thus fitting themselves for the battle of life, and as useful members of Society.

His EXCELLENCY then presented the prizes to the successful students, and Lady Lugard gave out the Oxford Local and Shortland certificates. This terminated the proceedings, and then the hospitable brothers regaled their guests with refreshments. The students were drawn up in two lines in the yard, and as the Governor and Lady Lugard left the grounds gave three ringing cheers.

PENINSULAR AND ORIENTAL STEAM NAVIGATION.

The report for the year ended September 30 states that the net surplus for the year, including 21,053 brought forward amounts to £226,929, which, after deducting the interim dividends on the Preferred and Deferred Stocks, admits of a further payment of 24 per cent on the Preferred and 6 per cent on the Deferred Stocks, with a bonus on the latter of 3 per cent. After these dividends have been paid £181,129 will remain to be carried forward. The tonnage of the fleet stands at 416,891 tons. The new mail contract will run for seven years from the 1st of February next, the annual subsidy being £205,000, or £25,000 less than at present. At the same time the services to be performed will be of a more arduous character. The agreement with the Admiralty by which, in consideration of an annual subvention amounting to £13,000, certain ships were to be held at the disposal of the Government at a very moderate rate of charter, in the event of war, has now ceased. Freight and miscellaneous revenue has increased by £34,000, and passenger traffic by £25,000, during the year. The increased expenditure is due to the enhanced cost of coal and other charges incident to navigation of vessels of larger tonnage.

We submit extracts:—

In the half-yearly report it was stated that the general trend of Eastern freights was unfavourable to shipping with the exception of the Australian trade, which was favoured by a prosperous season, although the rates on the most valuable produce—i.e., on refrigerated cargo—were abnormally low.

Traces of improvement in the India and China trades have occasionally manifested themselves, but on the whole, during the period to which this report refers, the tendency has been towards lower freights. At the present moment the dearth of coal is operating slightly towards a rise, but the quantity of cargo forthcoming is not abundant. In these circumstances, it is satisfactory to note that the freight and miscellaneous revenue of the company has been maintained, and exceeds that of last year by nearly £14,000. This improvement is, however, due mainly to casual business, such as charter, extra voyages, &c., rather than to the ordinary traffic of the company's regular lines. Such additional work necessarily entails additional expenditure.

The passenger revenue shows continued expansion, the receipts being approximately £63,000 above those of the preceding year. The expenditure is higher, owing to increased coal consumption and other charges incident to navigation of vessels of larger tonnage. The increase is upwards of £20,000. But the net result of the year's operations will doubtless be considered satisfactory, as, after setting aside nearly £450,000 for the purpose of depreciation, the directors are able to recommend the same dividend and bonus as in the preceding year.

CHINA'S MERCANTILE MARINE.

A TRAINING SCHEME.

A Contributor to the N.C.O. Daily News submits a scheme for supplying the merchant vessels of China with properly trained and certified Chinese officers, and the Imperial Chinese Navy with Reserve officers as practised under the British flag, only to meet the requirements of the Chinese Naval Authorities.

Following are extracts:—The authorities either to obtain from the Imperial Chinese Navy one of the Foochow-built gunboats or to charter or purchase an obsolete steamer of about 1,500 tons register, and about 19 feet draught, when fully laden, suitable for carrying troops, labourers or Government stores, including guns up to say ten tons in weight. Small coal consumption is of more importance than speed. The scheme to procure the patronage of their Excellencies the two Viceroy, who would instruct the Peiyang and Nanyang Authorities regarding same. The vessel to be under the immediate control of the latter officials.

The vessel to be fitted up for the accommodation of about thirty apprentices and of midshipmen. The steamer's saloon to be converted into a well-appointed class-room with a complete equipment of nautical instruments, including a device, charts and books for navigation and instruction in seamanship. The masts and derricks to be capable of lifting weights up to ten tons. The foremast to be fitted with fore, double-topmast, and topgallant yards. Running jibboom. A full complement of boats, rafts, etc., an 8-ft. working model of a full-rigged sailing ship, also fire-extinguishing and signalling gear, in all, the vessel to be so found that a thoroughly theoretical and practical training in the safe and expeditious handling of a vessel under all conditions is possible.

The scheme to be conducted on sound business lines, the vessel to be chartered for all services rendered that a profitable return may be shown on the capital invested and the cost of maintenance. When the apprentices are sufficiently trained the vessel, if suitable to be engaged on foreign service in preference to the China coast service, bringing out from the United Kingdom, Europe and the United States material for the Government railways, mines, mills, etc., etc., freight that is now carried by steamers. The vessel, if suitable to be engaged on foreign service, would give the apprentices a wider and more valuable education, would not affect the earnings of the China Merchants' Steam Navigation Co., would prove a financial success, and what is more important, would pave the way for a pure Chinese foreign trade which in time should attain a magnitude worthy of China's proper rank as a maritime nation. Attention may here be called to the prosperity enjoyed by the Japanese mercantile fleet in foreign waters.

The youth, whether apprentices or midshipmen, to be of Chinese-gentlemen, not under fifteen or over twenty years of age, and taken from high-class, English-speaking schools such as the Yungang, St. John's and Anglo-Chinese colleges. To be of sound physique and able to pass the eye and ear tests necessary for the profession. If advisable, to have two ratings, midshipmen and apprentices, the curriculum for both to be identically the same, as the chief aim of the scheme is the turning out of thoroughly trained young officers. The distinction can only be that the midshipmen should receive additional personal comforts as regards accommodation and attention.

Apprentices or midshipmen who distinguish themselves by their zeal, ability and conduct to be, during their course, promoted according to their merits and made petty or junior officers (acting). These to receive additional grants as the authorities may decide, gentlemanly conduct and treatment to be imperative, likewise strict discipline.

The writer is informed that not many students of the colleges mentioned would offer themselves for training, as they are looking forward to fitting themselves for positions in the Government service, also that a Chinese Naval School of high rank finds great difficulty in securing young men to enter the Naval Academy, and that those who have been trained for the Navy try to get out of it as soon as they can. These difficulties, if existing, could easily be removed by the Government issuing, and carrying out, a proclamation guaranteeing the success of the scheme and the immediate promotion, with liberal salaries, to those who have successfully qualified in their profession. If such failed to draw the students from the said colleges there should be no lack of suitable candidates from other English-speaking schools of lesser scholastic rank.

The personnel of the vessel to be as follows:—A British master-mariner in command (masters of vessels of all nationalities invariably use English when in ports foreign to their flag). He to navigate the ship, maintain discipline, personally supervise and instruct in navigation, seamanship and the general upkeep and conduct of the vessel. The Chinese shipmaster, if possible, to be a former master of a foreign merchant vessel, who has passed examinations in seamanship and navigation. Such men can be obtained from steamship trading to directly to the Chinese shipmaster. The Chinese shipmaster is preferable to the quartermaster of a foreign merchant vessel, as they enjoy the experience and responsibility. They would be expected to impart their local knowledge to the apprentices whilst on duty. A Chinese surgeon trained in the Western school of medicine and surgery, and fully qualified. Besides his professional duties he will give lessons in "First aid to the injured" and will be responsible for all sanitary measures.

The engine-room staff to be entirely Chinese under the control of a fully qualified engineer, paid by the Naval authorities. He should keep no watch, but control the engine-room and act as instructor, preparing those under him, assisted by the schoolmaster, for preliminary and official examinations in the several grades of engineers. Failing this, the engine-room staff to be in charge of expatriate Chinese engineers. Special facilities should be given to young men of education who have served or may serve an apprenticeship in any reputable Chinese firm of foreign engineering establishment, and who can show certificates of ability and conduct, to serve in the engine-room, on pay, as junior engineering.

The writer is of opinion there will be some difficulty in securing educated men for the engine room who have served the required apprenticeship, say of three or four years, and would, therefore, suggest that those in charge of the large Government engineering works be instructed to encourage and prepare suitable young men for the profession. Once the Chinese rank of marine engineer is established, and appointments under the Chinese flag made, there will be no lack of desirable candidates.

Candidates in both departments should be required to pass in Chinese and English, similar examinations to those held at Hongkong. Modified examination papers to be drawn up by the authorities suitable for Chinese requirements.

The writer is confident that in two years of actual sea service at least half of the candidates would be capable of passing the examination for second mate, and competent to enter the China Merchants' Co. as third officers, they being fully qualified to perform the duties appertaining to that rank, where only two watches are kept. A small allowance or subsidy might be granted the Company for carrying this extra rank, second mate's being at present the lowest grade recognized. After one year's service these officers should again present themselves, with certificates for conduct, and ability, for examination, and, if satisfactory, be appointed as second mates as the vacancies occur. In five years the authorities should have men fully trained and experienced, and capable of commanding any vessel under the Chinese flag. By that time the China Merchants' Co. should have vessels for the foreign trade and would require their present employees to command same.

Under the British flag it is necessary for an apprentice to serve four years in a sea-going vessel before considered sufficiently experienced to be allowed to pass an examination for second mate, but it must not be forgotten that the said apprentice has to pick up his knowledge of seamanship and navigation amidst that large percentage of his time is taken up in unprofitable occupation to himself and his profession, and that it is very seldom a certificated officer will act the part of instructor.

When the number of mercantile marine officers and engineers is of sufficient importance the vessel's schoolmaster should be assisted by the authorities in establishing a navigation and engineering school in Shanghai, for the aid of those who have passed through the training ship course and require coaching for the higher grades, he to be relieved on board by a junior in his profession.

The expenses in connexion with the Examining Board to be defrayed by the fees collected on certificates and licenses issued, and to avoid a deficit it might be advisable to adopt the American system of compelling all branches of the mercantile marine profession to take out a license of seamanship and competency, the fees to be in proportion to the rank passed. Respectfully submitted to the attention of the Chinese Authorities.

UNDERMANNING OF SHIPS.

DEPUTATION TO MR. LLOYD-GEORGE.

The President of the Board of Trade (Mr. Lloyd-George) received a deputation representing the organizations of the various classes of seafarers on the subject of the "undermanning of British ships." An intimation had been made that owing to serious illness in his family Mr. Lloyd-George would be represented by Mr. Kealey, Parliamentary Secretary (who was present at yesterday's interview), but the President of the Board of Trade made a special visit to the offices of the Board, in order that he might personally hear the representations of the deputation, on which the Associated Shipwrights' Society, the National Sailors' and Firemen's Union, and the Cooks and Stewards' Association were represented.

Mr. J. H. Wilson, M.P., in introducing the deputation and explaining its object, said the deputation, recognizing that it would be very difficult for the Government to deal with the matter next session, thought that the question might be referred to the Advisory Committee, established under the Act of 1904, to draft a scale classifying the ships engaged in the various trades, for the guidance of the Board of Trade, who would see that vessels which were not manned up to the minimum of the scale would be detained.

Mr. Wilkie, M.P., Mr. A. Quinlan, Mr. H. Wilkin, and Mr. Marshall having spoken.

Mr. Lloyd-George, who was greeted with cheers by the deputation, said this question of undermanning has been discussed and rediscussed. The Board of Trade felt that they must not rush the shipowners all at once with every kind of reform. He did not think anyone could doubt that within the last two years more had been done for the benefit of seamen—using the word in its most comprehensive form—than had been done probably during the previous twenty or thirty years. They had got compensation for injuries and death, a food scale, certificated cooks, their accommodation had been increased. In all this they carried the better-class of shipowner with them. At the Colonial Conference they were all agreed that and remaining should be regarded as an answer to the question of undermanning. It was a question of numbers, but of efficiency, competency, and qualification. The deputation wanted this matter to be thrashed out by the Advisory Committee. Mr. Lloyd-George, emphasizing the difficulty as to legislation, pointed out that the very able committee of 1904 which considered this question failed to arrive at anything like unanimity, various members even the chairman himself, adding addenda. Hesitancy rather than Parliament timid—because Parliament was a timid body after all—and the result was that they did not get these things attended to. However, he was perfectly prepared, on behalf of the Board of Trade, that the Advisory Committee should consider the recommendations of the committee and of the Colonial Shipping Conference, and any specific instances of undermanning which could be brought before them. They had considered manning up to the present as a question of the safety of life, and when they came to the stewards and cooks they realized that into the general question of hours of labour, and he was not sure that the Advisory Committee had not been in quite the same category as the other classes. At the same time, they could bring the matter to the notice of the committee. The question which had been raised by the committee was a most important question; there could not be a more important question. He knew the shipowners said there was great difficulty in finding an adequate supply of skilled men, and they put it to him quite frankly, seamen men. The deputation knew as well as he did that there was some basis for it, and there was no use coming to look to it, and they could not do so unless they faced all the facts. They wanted to raise the whole standard of our mercantile marine, and they could not do that unless the conditions of life were such as to attract the best class of men to spend their life at sea.

On the motion of Mr. Jenkins, Mr. Lloyd-George was warmly thanked for personally receiving the deputation.

LATEST STEAMER MOVEMENTS.

The Apsara left Arratoon Apsara from Yokohama and Kobe, left Moji on the morning of the 3rd inst., and may be expected here on or about the 7th inst. a.m.

The Ban Lue left Beneluech from Antwerp and London, left Singapore on the 2nd inst. for this port.

The C.P.R. str. Montague arrived Kobe at 8 a.m. on Thursday, the 2nd inst., and left again at 5.30 a.m. Friday via Nagasaki for Shanghai where she is due to arrive at 8 a.m. on Monday, the 6th inst.

The I.G.M. str. Princess Alice which left here on the 4th ult. arrived at Genoa on Tuesday, the 31st ult. at 2 p.m.

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SUICIDE'S LAST LETTER.

EXTRAORDINARY CASE.

A tragic story of two artists' struggle for fame and their failure to achieve success was told at the inquest held at Kingston last month on Mr. Alexander Good and his wife Mabel, who were found roped together in the Thames at Teddington.

Mr. Good's father, Mr. Charles Good, of Totnes, Devonshire, said his son was forty-two years of age, while his wife was ten years younger. They had been married ten years. "My son," he stated, "held several good positions, but threw them up at a moment's notice. He began life in an insurance office, and would have got along all right there for he was a very clever business man."

"Was he successful as a writer?" asked the coroner.

"In certain respects," Mr. Good replied. "He was considered very clever. I have seen several things with his name to them, but some of his books have not been sold."

Was he able to earn sufficient money to keep him comfortably?—No.

Mr. Good added that his son had several times applied to him for assistance. The last time was on October 31, when he sent him £5.

"Were you on good terms?" the coroner asked.

"They were curious people," was the answer.

"He was of what is called the artistic temperament."

Was your son's wife the daughter of your second wife?—Yes.

The coroner read the following remarkable letter written by Mr. Alexander Good:

To the Coroner.

Sir,—I am making the following brief explanation in the hope that it may save you some time. My wife does not find life holds out any inducement to remain here, owing chiefly to the pushing, grabbing, and struggling attitude of the majority in the race for wealth.

From this results the lack of consideration and manners, together with an actual invasion of the personal rights of the individual, which as it affects her has become intolerable. Having never willingly given provocation in the whole course of her life, she finds this inconsiderate aspect of the whole world at large weighing too heavily upon her, and she has decided to withdraw from the struggle.

I have opposed the decision for many months, but circumstances have at length caused me to yield to her wishes, and as without her company there is to me no pleasure in life, I have determined to go with her. The law will not doubt order that you procure me a murderer but the law as a whole is so anomalous and ridiculous that one attacks but little weight to it.

What is important is the attitude of society towards suicide. This we have for years considered as absolutely ridiculous. Life is forced upon us without our knowledge or consent by the natural action of parents, and yet society maintains that instantly it becomes a thing so precious that to lay it down voluntarily is a crime.

Our opinion is—Every person has an indefeasible right to relinquish his life at any moment, especially when by doing so no duties or obligations are evaded. In the days to come the lethal chamber will be found in all civilized communities, and suicide, instead of being condemned in secrecy and stigmatised as disgraceful, will be openly permitted.

For the hereafter our minds are perfectly settled. What may happen after this is a secret. The belief in the unity of matter and the non-permanence of individuality enables us to free our fate unflinchingly. While the universe endures, we shall endure, but we shall not be conscious of it.

In a letter to his father Mr. Good said:—

We have decided to leave this life, as it does not seem good enough to go on fighting. Possibly, had my dear, dear Mabel been treated more kindly, when a girl, this step might not be necessary.

The chief merit we claim is that we have not brought any children into the world to bear the burden we have had to bear.

I loved her dearly, even more so than when we were married. She is the most lovable person in the world, as well as of rare intellect.

Unfortunately she has never been able to recover from the effects of her art education. She might have made a deep mark had she been properly treated.

As she now wants to go, I do not care to stay. Do not put any Scriptural text on our tomb. We will rest together as one.

In reply to the coroner, Mr. Charles Good said there was no ground for the insinuation that his son's wife had not been properly treated when a girl. "She had every educational advantage," he stated. "She was a successful painter, but she did not get for her work the prices she expected."

The coroner next read a note which was found on Mr. Alexander Good's body, which ran:—

Good-bye, my darling wife. The sweetest woman in the world.

On Mr. Good, he stated, there was the following written on a postcard:—

Good-bye, my dear sweetheart. Words will not express how incredibly good you have been to me, darling. You have been husband, mother, father in one, generous darling.—Mabel F. Good.

A policeman said the bodies were bound together face to face, and the cord was knotted in such a way that the men must have tied it. Only 43d. was found in the pockets.

"his is one of those cases about which the law says the better," declared the coroner in summing up. "I do not think the law shows that the minds of either Mr. Good or his wife were affected."

"It must have been a very deliberate act. If either of them had survived, the survivor would have been indicted for murder, as they had agreed to die together."

A verdict of "Suicide" was returned.

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NEW MACHINE GUN.

OFFICE INVENTION VALUED AT £250,000. An office in King William-street, in London, is at present being visited by the military attaches of foreign Embassies, army gunnery experts, and gun manufacturers, for in it stands a new machine gun which is for sale to the bidder whose offer most nearly approaches the £250,000 at which it is valued.

The gun is the latest invention of a distinguished retired major of the Royal Engineers, formerly an artillery officer, who years ago in India made the first machine gun. It has been tested under severe conditions in the presence of General Tweedie, R.A., and other experts, and it is said to be a distinct advance on any machine gun at present in use.

Mr. F. A. Roberts, the inventor's broker, told an "Express" representative that the Russian Government has offered £200,000 for the gun. The gun has eight barrels, arranged in two tiers of four. The breech is enclosed in a rectangular metal box, which includes a secret cooling apparatus.

One of the features of the gun is that there is no loading mechanism to get out of order. The loading is done by hand, and it is said that it can be loaded at the rate of sixteen cartridges a second.

The "loaders" are two small metal trays on hinges, which bring them up to the breech—one tray for each tier of barrels. Pitting into the loader-tray is a small metal case something like the "stick" in which a hand compositor puts the types.

This case slips out of the tray when grasped, and four cartridges can be quickly slipped into it. It is then swiftly replaced, the tray is swung to and the cartridges are thereby thrust into their barrels.

A turn of a handle locks the breech, and a turn of another handle fires the tier. The striking of another handle ejects the empty cases. While the one tier is being fired the other is loaded, so that a continuous fire can be maintained.

Not less remarkable than the simplicity and ingenuity of the loading arrangements in the meaning, which enables the gun to be fired practically straight down a wall or a precipice from the top, or straight up a mountain side, or at a balloon overhead.

THE WORLD'S COAL.

The world's coal production in 1906 amounted to 1,055,000,000 tons, divided as follows:—

Tons.	Tons.
United States 369,672,000	Belgium 23,232,000
U. Kingdom 351,068,000	Rest of the world 424,060,000
Germany 134,914,000	France 32,762,000

The average per ton and the number of men engaged in the three principal countries were as follows:—

Price.	Miners.
United States 5s. 9d.	325,300
United Kingdom 6s. 4d.	387,100
Germany 6s. 11d.	493,900

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NEW ADVERTISEMENTS



GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the **TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT**, until 11 a.m. on the 14th January, 1908.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the **TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT**, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

J. T. CARTER, Lt. Col. A.P.D., H.M. Treasury Chest Officer, His Majesty's Treasury Office, Hongkong, 4th January, 1908. 142

INSTRUCTION IN THE JAPANESE LANGUAGE.

LESSONS given by an Experienced Teacher.

Apply to—**"A. E. HARA,"** 34, Lyndhurst Terrace, Hongkong, 4 January, 1908. 143

TO LET.

LARGE ROOM on first floor of No. 16, DES VŒUX ROAD.

Apply to **FRED. BORNEMANN,** No. 16, Des Vœux Road Central, Hongkong, 4th January, 1908. 144

TO LET.

2 GOOD ROOMS, suitable for Offices, at No. 19, QUEEN'S ROAD CENTRAL, next to Hong Kong Hotel.

Apply to—**KELLY & WALSH, LD.** Hongkong, 4th January, 1908. 145

TO LET.

No. 2, CHANCELEY LANE. Furnish electric light, "STILLINGFLEET" Peak Road. SIX-ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road. SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—**PERCY SMITH & SETH,** Accountants & Auditors, &c., 5, Queen's Road Central, Hongkong, 4th January, 1908. 146

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONORRENO, On TUESDAY,

the 7th January, 1908, at 2.30 P.M., at their SALES ROOMS, No. 2, Des Vœux Road, Corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE, comprising—

DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAK-WOOD WARDROBES with Bevelled Glass, OVERMANTLES with Bevelled Glass, SIDEBOARD and DINNER WAGGONS with Bevelled Glass, MARBLE-TOP WASH-STANDS, DOUBLE TEAK WOOD WARDROBES with Bevelled Glass, TAPESTRY-COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPETS, COOKING STOVE and UTENSILS, &c., &c.,

On COTTAGE PIANO by Pleyel. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 4th January, 1908. 147

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY and FOCHOW.

THE Company's Steamship "HAITAN,"

Captain J. S. Rosch, will be despatched for the above Ports on TUE DAY, the 7th inst., at 10 A.M.

For Freight or Passage apply to **DOUGLAS LARRAIK & Co.,** General Managers, Hongkong, 4th January, 1908. 148

COMPLETE ICE PLANT FOR SALE AT A SACRIFICE.

NEW in 1911. In perfect working order but bought out by opposition and to be SOLD CHEAP. 6 Ton O₂ belt-driven Compressor, Compound Engine, Babcock and Wilcox boiler, W. I. Chimney, C. O. Condenser, Distilling Apparatus, Freezing Tank, Piping, Spices, &c., &c. Apply—**BANGKOK MANUFACTURING CO. LD.,** Bangkok, (Siam), 17th December, 1907. 133

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS, POSTCARD PAINTING BOOKS,

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties—

POSTAGE STAMPS in Bags, Packets, Sets, &c., &c. AND All other Philatelic Goods

CALL AT—**GRACA & CO.,** Hongkong Hotel Corridor, Hongkong, 1st January, 1908. 119

NOTICES OF FIRMS.

NOTICE.

MR. WILHELM OTTO CHRISTIAN SPALCKHAVER has been authorized to Sign the name of our Firm per procuration from this Date.

SIEMSEN & CO., Hongkong, 31st December, 1907. 121

NOTICE.

WE have this Day OPENED a BRANCH of our Firm at CANCUN and authorized Mr. RUDOLF LENZ to Sign per procuration.

SANDER, WIELER & CO., Hongkong, 1st January, 1908. 136

NOTICE.

THE authority given to Mr. O. I. ELLIS to Sign our Firm is hereby withdrawn.

S. J. DAVID & CO., Hongkong, 1st January, 1908. 122

NOTICE.

THE Interest and Responsibility in our Firm of Mr. ARMIN HAUPT ceased by mutual consent on the 31st December, 1907.

MRS. GUSTAV FRIESLAND and ADOLF WIDMANN have been admitted PARTNERS from this Date.

MELCHERS & CO., Hongkong & China, Hongkong, 1st January, 1908. 124

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Society from the 1st January, 1908.

By Order of the Board, **W. J. SAUNDERS,** Secretary. Hongkong, 1st January, 1908. 125

NOTICE.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

MR. C. MONTAGUE EDE has been appointed SECRETARY of the Company from the 1st January, 1908.

By Order of the Board, **W. J. SAUNDERS,** Secretary. Hongkong, 1st January, 1908. 126

NOTICE.

NOTICE IS HEREBY GIVEN that the business hitherto carried on under the shop name of **JEEJESBOY & CO.,** at 25, Hollywood Road, will henceforward be changed and carried on under the name and style of **D. R. CAPTAIN & CO.,** as successors to above.

D. R. CAPTAIN, Sole Proprietor, Hongkong, 1st January, 1908. 127

NOTICE.

THE Business that has been hitherto carried on by the undersigned, will henceforward be carried on under the style and name of **J. R. MICHAEL & CO.** The Partners in the Firm are myself and Mr. S. H. MICHAEL.

J. R. MICHAEL, Hongkong, 1st January, 1908. 128

NOTICE.

MR. JOHANN GEORG LUDWIG SCHROETER having retired from our Firm, his interest and responsibility ceased on the 31st December, 1907.

MR. PAUL FRIEDRICH HERMANN WESTENDORFF has TO-DAY been admitted a partner and we have authorized **MR. PETER HARTWIG NELLENE** to Sign our Firm from this Date.

MAYER & CO., Hongkong, Canton, Shanghai, Hankow, 1st January, 1908. 129

NOTICE.

I have this Day REMOVED my Offices to First Floor of No. 16, DES VŒUX ROAD.

FRED. BORNEMANN, Hongkong, 1st January, 1908. 130

NOTICE.

KWONG WOO, JEWELLER, DEALER IN SILKS, &c., No. 78, Queen's Road, Central.

BEGS to inform his Patrons and the General Public that, owing to necessary extension of stock to meet increased business, he will REMOVE to his New and more spacious Premises at No. 66, QUEEN'S ROAD, CENTRAL, (seven doors East of his present premises) on 3rd January, 1908.

HONGKONG, 1st January, 1908. 131

NOTICE.

MITSU BISHI GOSHIKWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. All ABC 5th Ed., Western Union Code used. All Letters Addressed:—

MANAGER MITSU BISHI CO., with name of place, under. BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENTS:— YOKOHAMA, M. ARADA, Esq., CHINKIANG, Messrs. GRAING & Co., MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima, Ochi, Shinon, Namagata and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, 814, No. 2, Pedder Street.

INTIMATIONS

THE CATHOLIC UNION.

ANNUAL CHRISTMAS ENTERTAINMENT

A Baroque in Two Acts, "LOVE IN LOTUS LAND."

Date of Performance: To NIGHT (SATURDAY), 4th January 9 P.M.

Plans of Seats now on View at above address. Admission \$1.

Hongkong, 24th December, 1907. 2018

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—**B. R.,** Care of "Daily Press" Office, Hongkong, 13th November, 1907. 1810

TRANSLATED NOVELS

(some illustrated) Address: Photos, catalogue free, or with sample, 244 (letter postage).—**A. DE SAÏLE,** 20, Rue de la Michodière, Paris. 1864

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of **OLE MARTIN ANDERSON** late of Queen's Building, Victoria in the Colony of Hongkong, Overseer, Deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probates Ordinance 1897 made an Order limiting to the 31st day of January, 1908; for sending in Claims against the above Estate.

All Claims must be verified by affidavit and sent in to the undersigned before the said date.

Dated this 18th day of November, 1907. **ARATHOON SETH,** Official Administrator. 1864

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton wurden während des Jahres 1908 durch den Ostasiatischen Lloyd und die "Hongkong Daily Press" erfolgen.

KAISERLICH DEUTSCHES KONSULAT. Kanton, den 31. Dezember 1907. 2020

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Helwig werden im Jahr 1908 durch die "OSTASIATISCHEN LLOYD" und die "THE HONGKONG DAILY PRESS" erfolgen.

Der KAISERLICH DEUTSCHES KONSUL, H. VON VARGEMIN, Pakhoi, den 12. Dezember 1907. 1991

SWATOW DRAWN WORK COMPANY.

38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL DEALERS in all sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER, WARE and CANTON GRASS CLOTH, &c.

Hongkong, 13th October, 1907. 1685

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. M. PARLANE, Manager. Hongkong, 13th November, 1907. 48

FOR SALE.

A FINE COPY OF CAMOENS' WORKS, in Portuguese. Four Volumes, Royal Octavo. Published in Lisbon, 1867-4 and bound in Half Green Cal. Splendid Condition.

Apply to—**"CAMOENS,"** Care of "Daily Press" Office, Hongkong, 21st December, 1907. 2001

FOR SALE.

INLAND LOT No. 1705. SITUATE at North Point, Shamkwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 108,950 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to **GOLDING & BARLOW, Solicitors,** 10, Queen's Road Central, Hongkong, 12th September 1907. 106

STORAGE.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 399 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. 184

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR 日曆庚申年十五

FROM 1st JANUARY, 1864 to 31st DECEMBER, 1918, DURING WHICH YEAR 0 THE 70TH CYCLE TO THE 50TH YEAR OF THE TUNG CHI TO THE 39TH YEAR OF KWONGSUI.

PRICE \$2 CASH. On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 2nd October, 1906. 1841

TO LET.

TO LET.

No. 11, SEYMOUR ROAD. Apply to—**THE COMPTON DEPT.,** JARDINE, MATHESON & Co. Ltd., Comptroller Road Central, Hongkong, 12th December, 1907. 105

TO LET.

NEW and COMMODIOUS SHOP in Des Vœux Road Central, moderate rental.

FLATS in Des Vœux Road Central, No. 14, SALISBURY AVENUE, Kowloon, No. 2, GRANVILLE AVENUE, Kowloon, No. 3, EAST TERRACE, Kowloon.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LD.** Hongkong, 27th November, 1907. 117

TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply—**SECRETARY, A. S. WATSON & Co. Limited,** Hongkong, 23rd April, 1907. 91

TO LET.

THE Top Floor of No. 2, Wyndham Street, lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, PEDDER'S HILL. East Floor of No. 2, Queen's Road, Central, comprising Six Large Rooms and Out-houses suitable for business Premises or Dwellings, now occupied by **FRED. BORNEMANN & CO.**

Apply to—**DAVID SASSOON & Co. Ltd.,** Hongkong, 4th January, 1908. 96

TO LET.

A FURNISHED HOUSE in Kowloon, suitable for a Bachelor's Mess of 4 or 5. Tennis Court.

Apply to—**"K,"** Care of "Daily Press" Office, Hongkong, 30th December, 1907. 2033

TO LET AT KOWLOON.

A FURNISHED ROOM with Bathroom, Tennis.

Apply to—**"L,"** Care of "Daily Press" Office, Hongkong, 3rd December, 1907. 2037

TO LET.

No. 2, MACDONNELL ROAD. Apply to—**COMPTON DEPT.,** JARDINE, MATHESON & Co. Ltd., Nippon Yusei Kaisha, Hongkong, 3rd June, 1906. 188

TO LET.

GODOWNS Nos. 35, 36 and 101, Praya East.

Apply to—**CHATER & MODY,** Victoria Buildings, Hongkong, 10th December, 1907. 92

TO LET.

"EGGESFORD" (Furnished) No. 114, Praya East, containing 8 ROOMS.

No. 71, WYNDHAM STREET. "GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 26 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL. Top Floor, (over Caldwell Macgregor). OFFICES in Queen's Road Central.

BELLICIS TERRACE HOUSES, BORNEMANN ROAD.

BISHOP'S LODGE SOUTH (PRAY) Partly furnished, immediate possession. GROWNEST Unfurnished from 1st March, 1908.

No. 1, ALBANY. No. 6, DES VŒUX VILLAS (PRAY). No. 2, BEACONSFIELD ARCADE. No. 57, PRAYA GRANDE, Macao.

Apply to—**LINSTEAD & DAVIS,** 3rd Floor, Alexandra Building, Hongkong, 4th January 1908. 93

TO LET.

OFFICES on Top Floor No. 2, Comptroller Road, facing the Cricket Ground.

"HATFIELD," Conduit Road. A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 168, Des Vœux Road next to the Hongkong Hotel.

FLATS in MORRISON TERRACE. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,** Hongkong, 1st January, 1908. 88

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, besides kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—**YEE SANG FAT & CO.,** Same Address, Hongkong, 7th October, 1907. 95

TO LET—FURNISHED.

A SIX ROOMED HOUSE at ELIOT CRESCENT, Robinson Road.

Apply to—**F. X. D'ALMADA & CASTRO,** 33, Queen's Road Central, Hongkong, 3rd December, 1907. 100

TO LET.

10, QUEEN'S GARDENS. For one year from 1st April next.

Apply to—**A. W. BREWIN,*** Registrar General's Office, Hongkong, 14th December, 1907. 101

TO LET.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.** Hongkong, 1st January, 1908. 95

TO LET AT ONCE.

ONE OF THE FINEST RESIDENCES on SHAMKUN, Canton.

Apply to—**Care of "Daily Press" Office,** Hongkong, 8th January, 1908. 139

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

SHIPPING.

ARRIVALS.

DAIYA MARU, Japanese str., 1,735, M. Aikawa, 2nd January—Wakamatsu 28th Dec., Coal—Mitsui Bussan Kaisha.
 FEICHONG, Chinese str., 890, T. C. Gillespie, 3rd January—Shanghai 31st Dec., General—Chinese.
 JACOB DIERICHSEN, German str., 623, Hansen, 2nd January—Hobhow 1st Jan., General—Jensen & Co.
 KREMUN, British str., 1,677, R. J. Conradi, 3rd January—Tacoma U.S.A. 2nd Dec., Flour, Lumber, etc.—Butterfield & Swire.
 KENT, British str., 900, de Hovey, 3rd January—Singapore.
 KIUNANG, British str., 3rd January—Canton.
 KWANGHAI, Chinese str., 3rd January—Canton.
 KWELIN, British str., 1,070, Hards, 3rd Jan.—Chinkiang 30th Dec., General—Butterfield & Swire.
 MINNESOTA, American str., 13,323, Charles F. Austin, 3rd January—Seattle via Shanghai 31st Dec., General—Nippon Yusen Kaisha.
 PONGTONG, German str., 1,897, W. Boelck, 3rd January—Batavia 28th Dec., Rice and Timber—Butterfield & Swire.
 RAIBURI, German str., 1,150, Petersen, 3rd January—Bangkok 24th Dec., Rice and General—Butterfield & Swire.
 TAMING, British str., 1,350, A. Somerville, 3rd January—Manila 31st Dec., General—Butterfield & Swire.
 VORWAERDS, German str., B. Ohlsen, 2nd Jan.—Pakhoi 30th Dec. and Hobhow 1st Jan., General—Jensen & Co.

CLEARANCES.

At the Harbour Master's Office.
 3rd January.
 Anigo, German str., for Hainan.
 Fische, Chinese str., for Canton.
 Gushon, British str., for Haiphong.
 Manila, German str., for Manila.
 Zubi, British str., for Manila.
 Swardley, British str., for Durban.
 Takasaka Maru, Jap. str., for Singapore.
 Fortwerts, German str., for Pakhoi.

DEPARTURES.

3rd January.
 CHANGHONG, British str., for Canton.
 HAINAN, British str., for Swatow.
 HINXING, Chinese str., for Shanghai.
 HUE, French str., for Kwang Chow Wan.
 ICHANG, British str., for Canton.
 KAGOSHIMA MARU, Jap. str., for Shanghai.
 KAIFONG, British str., for Cuba.
 KOWLOON, German str., for Haiphong.
 KUTANG, British str., for Singapore.
 LOONGHONG, British str., for Canton.
 NYANZA, British str., for Singapore.
 OHLAND, Norwegian str., for Canton.
 "Tropas" Dutch str., for Shanghai.
 ZILTEN, German str., for Shanghai.

SHIPPING REPORTS.

The British str. Taming reports: Light to strong N.E. monsoon and heavy sea, dull cloudy weather.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Lightning.
 KOWLOON DOCKS.—Nail Mead, Woolwich, Hising, Kuichow, Likin, Pakhoi, Hwangshan.
 COSMOPOLITAN DOCKS.—Chunshang.

VESSELS ON THE BERTH

For SHANGHAI YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN."
 Captain J. C. Olfert, will be despatched for the above Ports on MONDAY, the 6th inst., at Noon.
 This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 1st January, 1908. 133

COMPAGNIE DES MESSAGERIES MARITIMES.
 For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA."
 Captain Sillier, will be despatched for the above Ports on or about MONDAY, the 6th inst.
 For Freight or Passage, apply to
 J. MILET, Agent.
 Hongkong, 1st January, 1908. 2

COMPAGNIE DES MESSAGERIES MARITIMES.
 FRENCH MAIL STEAMERS.

STEAM-FOR-SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, INDIA, ADEN, DJIBOUTI, EGYP, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEA, AND BLACK SEA PORTS.

THE Steamship

"ARMAND BEHIC."
 Captain Guionnet, will be despatched for MARSEILLES, on TUESDAY, the 7th January, at 1 P.M.
 The steamer connects at Colombo with one of the Co's Australian ss. "Ville de la Ciotat" bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Net sailings will be as follows:—
 S.S. "SALAZIE" ... 21st Jan. 08
 S.S. "YARRA" ... 4th Febr. 08
 S.S. "OCEANIAN" ... 18th Febr. 08
 J. MILET, Agent.
 Hongkong, 27th December, 1907. 2

THE AMERICAN AND ORIENTAL LINE.
 For BALTIMORE AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship
 "JESERIC."
 Capt. Thompson, will leave for above Ports on or about SATURDAY, the 25th inst.
 For Freight apply to
 ARNHOLD KARBURG & Co., Agents.
 Hongkong, 23rd December, 1907. 168

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into F or Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.
 SECTIONS.
 1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	FLAG & REG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	GLENAYON	Brit. str.	—	Woffenden	McGREGOR BROS. & GOW	On 9th inst.
LONDON & ANTWERP VIA SUEZ CANAL	DELHI	Brit. str.	—	J. D. Andrews, R.M.S.	P. & O. S. N. Co.	On 11th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	ARMAND BEHIC	Franch. str.	—	Guionnet	MESSAGERIES MARITIMES	On 7th inst., at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 30th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 9th inst.
MARSEILLES, HAVRE & COPENHAGEN	SLAM	Swed. str.	—	—	MELOHRES & CO.	Middle of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FRED. LARSEN	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 4th February.
HAMBURG VIA SINGAPORE & MOULMEIN	DAPHNE	Ger. str.	—	E. Schipper	SANDER, WIELER & Co.	About 8th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	k.w.	Deinet	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	VANDALIA	Ger. str.	k.w.	Vahsel	HAMBURG-AMERIKA LINIE	On 10th inst.
ANTWERP, ROTTERDAM & HAMBURG VIA STRAITS, &c.	DORFUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	INDRAPURA	Am. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 14th February.
NEW YORK VIA PORTS & SUEZ CANAL	ERROLL	Brit. str.	—	—	SHEWAN TOMES & CO.	On 14th inst.
BALTIMORE & NEW YORK	JESERIC	Am. str.	—	Thompson	STANDARD OIL CO.	On 20th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	—	ARNHOLD, KARBURG & Co.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 16th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC	Am. str.	—	Cowley	CANADIAN PACIFIC R. Co.	On 29th inst., at Noon.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KARATO MARU	Ger. str.	—	D. Mori	DODWELL & CO., LTD.	On 28th inst.
AUSTRALIAN PORTS VIA MANILA	CHINATU	Brit. str.	1 m.	G. C. Christiansen	TOYO KISEN KAISHA	Sometime in March.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	W. B. Brown	CHINA COMMERCIAL S.S. CO.	To-day, at 5 P.M.
YOKOHAMA AND KOBE	CHINATU	Brit. str.	1 m.	J. Minssen	BUTTERFIELD & SWIRE	On 1st Feb., at 4 P.M.
SHANGHAI	NEWCHANG	Brit. str.	1 m.	Zwart	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YARRA	Fr. str.	—	J. C. Olfert	DAVID SASSOON & Co., LTD.	On 6th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	CHUNSHANG	Brit. str.	—	Sallier	MESSAGERIES MARITIMES	About 6th inst.
SHANGHAI	ICHANG	Brit. str.	1 m.	Sandback	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	—	C. R. Longden, R.M.S.	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, & KOBE	PETRONIA	Dan. str.	—	T. H. Hilde, R.M.S.	P. & O. S. N. Co.	About 5th inst.
SHANGHAI	DEVANHA	Brit. str.	—	Habel	M. ELCHERS & Co.	On 10th inst.
SHANGHAI	SIXING	Ger. str.	k.w.	L. D. Northcombe	HAMBURG-AMERIKA LINIE	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SHAOHING	Brit. str.	1 m.	F. Northcombe	HAMBURG-AMERIKA LINIE	On 11th inst.
SHANGHAI	YOKROW	Brit. str.	1 m.	H. A. Wall	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
NINGPO & SHANGHAI	KUHLING	Brit. str.	—	I. Sakurai	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
TAMUWIA VIA SWATOW & AMOY	DAIYU MARU	Jap. str.	—	J. S. Rouch	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FOCHOW	HAIYAN	Brit. str.	2 h.	R. Almond	DOUGLAS LAFRAIK & Co.	On 7th inst., at 10 A.M.
MANILA	RUBI	Brit. str.	—	A. W. Osterbridge	SHEWAN, TOMES & Co.	To-day.
MANILA	TAMING	Brit. str.	—	T. Meyrick	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
MANILA	YUENHANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co., LD.	On 10th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	A. Somerville	SHEWAN TOMES & Co.	On 11th inst.
MANILA	TEAN	Brit. str.	1 m.	G. H. Pennafather	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
CEBU & ILOILO	SUNGLANG	Brit. str.	—	F. Sembill	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	Dini	MELOHRES & Co.	On 16th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	LAIBANG	Brit. str.	—	E. J. Tadd	CARLOWITZ & Co.	On 18th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAIBANG	Brit. str.	—	Pand r	JARDINE, MATHESON & Co., LD.	On 7th inst., at 3 P.M.
SAMARANG & SOERABAYA	TUPANAS	Dut. str.	—	—	JAVA-CHINA JAPAN LIGN	About 6th inst.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF INDIA"	6,000	THURSDAY, 18th Jan.	3rd Febr.
"MONTAGUE"	6,163	WEDNESDAY, 29th Jan.	22nd Febr.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 13th Febr.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 13th March	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April
"MONTAGUE"	6,163	WEDNESDAY, 22nd April	16th May

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
 Intermediate Steamers at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 ton register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York \$71.10
 Intermediate on Steamers ... \$40 ... \$42
 and 1st Class Railways ...

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
 R.M.S. "MONTAGUE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Router, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Purified Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 4th January, 1908.
ZAFIRO	2540	R. Rodger	Manila	On 11th January, 1908.

For Freight or Passage apply to

Hongkong, 1st January, 1908.

SHEWAN, TOMES & CO., GENERAL MANAGERS.

HONGKONG—NEW YORK—BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY
 FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRAPURA" ... On 14th January, 1908.

For freight and further information apply to

Hongkong, 1st January, 1908.

SHEWAN TOMES & CO., GENERAL AGENTS.

NORTHERN PACIFIC RAILWAY COMPANY.

FOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	Cowley	On 28th January, 1908.
SHAWMUT	9,006	E. V. Roberts	On 21st February, 1908.
TREMONT	9,006	T. W. Gaskin	On 17th March, 1908.
SUVERIC	6,232	W. Skelton	On 9th April, 1908.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS. 13
 Hongkong, 1st January, 1908.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.
 In addition to these boats the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

FOR SHANGHAI, 1 OBE YOKOHAMA	FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, PLYMOUTH HAVRE, & HAMBURG.
* RHENANIA ... 22nd Jan. 1908	* SCANDIA ... 9th Jan. 1908
* HOHENSTAUFEN ... 22nd Febr. 1908	* HABSBURG ... 30th Jan. 1908
	* RHENANIA ... 26th Febr. 1908
	* HOHENSTAUFEN ... 26th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
 SIKIANG ... FOR SHANGHAI ... 10th Jan.
 SAKONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 11th Jan.
 SLA ONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 17th Jan.
 RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 22nd Jan.
 BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

NEXT SAILINGS HOMEWARD:
 VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabia and Persian Gulf Ports.

* SCANDIA ... MARSEILLES, HAVRE & HAMBURG ... 9th Jan.
 * ARAGONIA ... HAVRE & HAMBURG ... 10th Jan.
 * DORTMUND ... ANTWERP, ROTTERDAM & HAMBURG ... 16th Jan.
 * VANDALIA ... HAVRE & HAMBURG ... 19th Jan.
 * HABSBURG ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Jan.
 * C. FRED. LARSEN ... ROTTERDAM & HAMBURG ... 4th Febr.
 * SAKONIA ... HAVRE & HAMBURG ... 14th Febr.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply fitted with electricity. Daily qualified Doctor and Stewardesses carried. Laundry on board.

VESSELS ON THE BERTH

For HAMBURG VIA SINGAPORE AND MOULMEIN.

THE German Steamship

"DAPHNE."
 Captain E. Schipper, will be despatched on or about the 8th inst.
 Good accommodation for Saloon Passengers. Moderate Passage Rates.
 For further particulars apply to
 SANDER, WIELER & Co., Agents.
 Hongkong, 3rd January, 1908. 140

"GLEN" LINE OF STEAMSHIPS.

For LONDON AND ANTWERP VIA SUEZ CANAL

THE Steamship

"GLENAYON."
 Captain Woffenden, will be despatched as above on THURSDAY, the 9th January, 1908.
 For Freight apply to
 McGREGOR BROS. & GOW.
 Hongkong, 19th December, 1907. 107

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."
 Captain J. D. Andrews, R.M.S. carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 11th January at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "MONGOLIA," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Evelyn," due in London on 22nd February, 1908.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 31st December, 1907. 1

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VESUVIO and TRIESTE, all connecting with BARRAN, ADMIRALTY, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BAHAMONIA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI."
 Captain Dini, will be despatched as above on MONDAY, the 13th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 1st January, 1908. 4

For NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"ERROLL."
 will be despatched as above on the 20th January.
 For Freight, &c., apply to
 STANDARD OIL CO. OF NEW YORK, Oriental Freight Department, (Hotel Mansions).
 Hongkong, 31st December, 1907. 109

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN, PORTS (Karatsu, Kobe and Yokohama). With Liberty to call at Honolulu and Salina Cruz.

Steamers ... 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building.
 Hongkong, 27th December, 1907. 10

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA.	Capt. C. R. Longden, R.N.R.	About 5th Jan.	Freight and Passage.
SHANGHAI	DEVANHA	About 10th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS DELHI OF CAL.	Capt. J. D. Andrews, R.N.R.	Noon, 11th Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st January, 1908

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KIUKIANG"	On 4th Jan., 4 P.M.
SHANGHAI	"NEWORIENT"	On 6th Jan., 4 P.M.
SHANGHAI	"TAMING"	On 7th Jan., 4 P.M.
YOKOHAMA and KOBE	"I-HANG"	On 8th Jan., 4 P.M.
SHANGHAI	"CHINGTU"	On 9th Jan., 4 P.M.
MANILA	"SHAOSING"	On 12th Jan., 4 P.M.
CEBU and ILOILO	"TEAN"	On 14th Jan., 4 P.M.
SHANGHAI	"SUNGKIANG"	On 15th Jan., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"YOHOW"	On 17th Jan., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 4th January, 1908.

BUTTERFIELD & SWIRE,
AGENTS.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, FRIEDR. WILHELM- HAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. MINNSEN	Saturday, 4th Jan., at 10 A.M.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. SUNDILL	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd January, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW {"DAIJIN MARU" AND AMOY	Capt. I. SAKURAI	SUNDAY, 5th Jan., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st January, 1908.

T. ARIMA, Manager.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 10th January.
MARSEILLES, HAVRE, and COPENHAGEN	"SIAM"	Middle of January.

For Further Particulars, apply to
Hongkong, 1st January, 1908.MELOHRS & CO.,
AGENTS.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	STEAMERS	TO SAIL
SHANGHAI	"CHOYANG"	Saturday, 4th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 7th Jan., 3 P.M.
MANILA	"YUENSANG"	Friday, 10th Jan., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 35. Return \$100.
Penang " " " 15. " 50.
Calcutta " " " 15. " 50.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Cebu, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on Through Bills of Lading to Kuantan, Lahad, Davao, Singapore, Taiwan, Usakan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
HONGKONG, 1st January, 1908.

GENERAL MANAGERS.

THOS. COOK & SON, ESTABLISHED 1841.

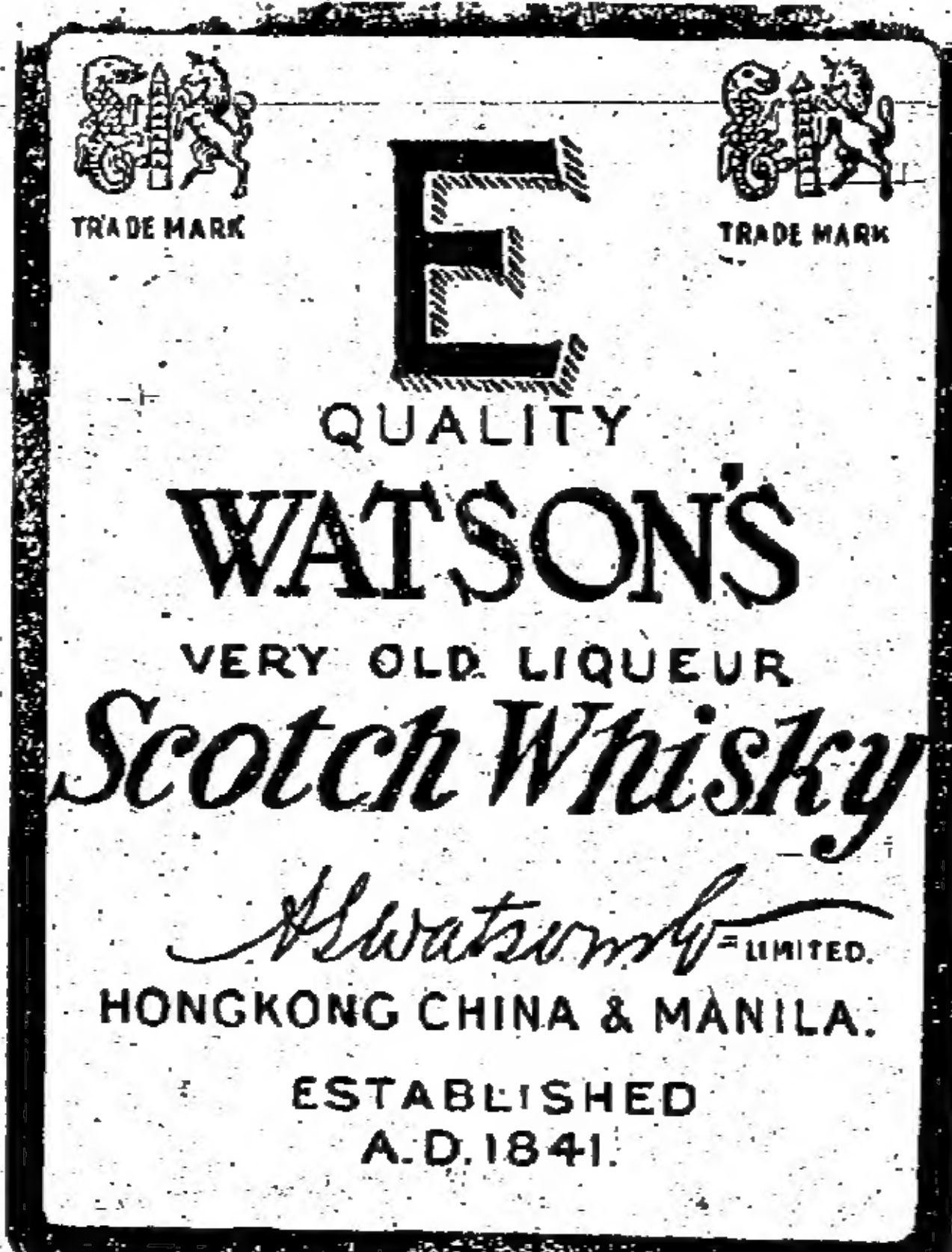
TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.
FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:—
18, DES VREUX ROAD,
HONGKONG.Japan Office:—
14, WATER STREET
YOKOHAMA.

NEW LABEL FOR WATSON'S "E" WHISKY



NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER "E" LITHOGRAPHED IN BLACK IS ALSO SHADDED IN GOLD; WHILE THE THREE CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.

CAPSULE ALSO BEARS FACSIMILE SIGNATURE.



Known throughout the world and prescribed in all cases of
Anemia, Debility and Constipation, to young women, children
and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
AGENTS:—CALDBECK, MACGREGOR & CO., HONGKONG

SHACKELL'S "SEAL" RED PRINTING INK IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD. PRINTING INK MAKERS.

ESTABLISHED 1781.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907.

SAVARESSE'S SANDAL CAPSULES

Efficient because absolutely pure
English Oil Not made of gelatine.
Full directions All Chemists.
Insist on SAVARESSE'S

ON SALE.

THE
DIRECTOR AND CHRONICLE
FOR 1907.
Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse.

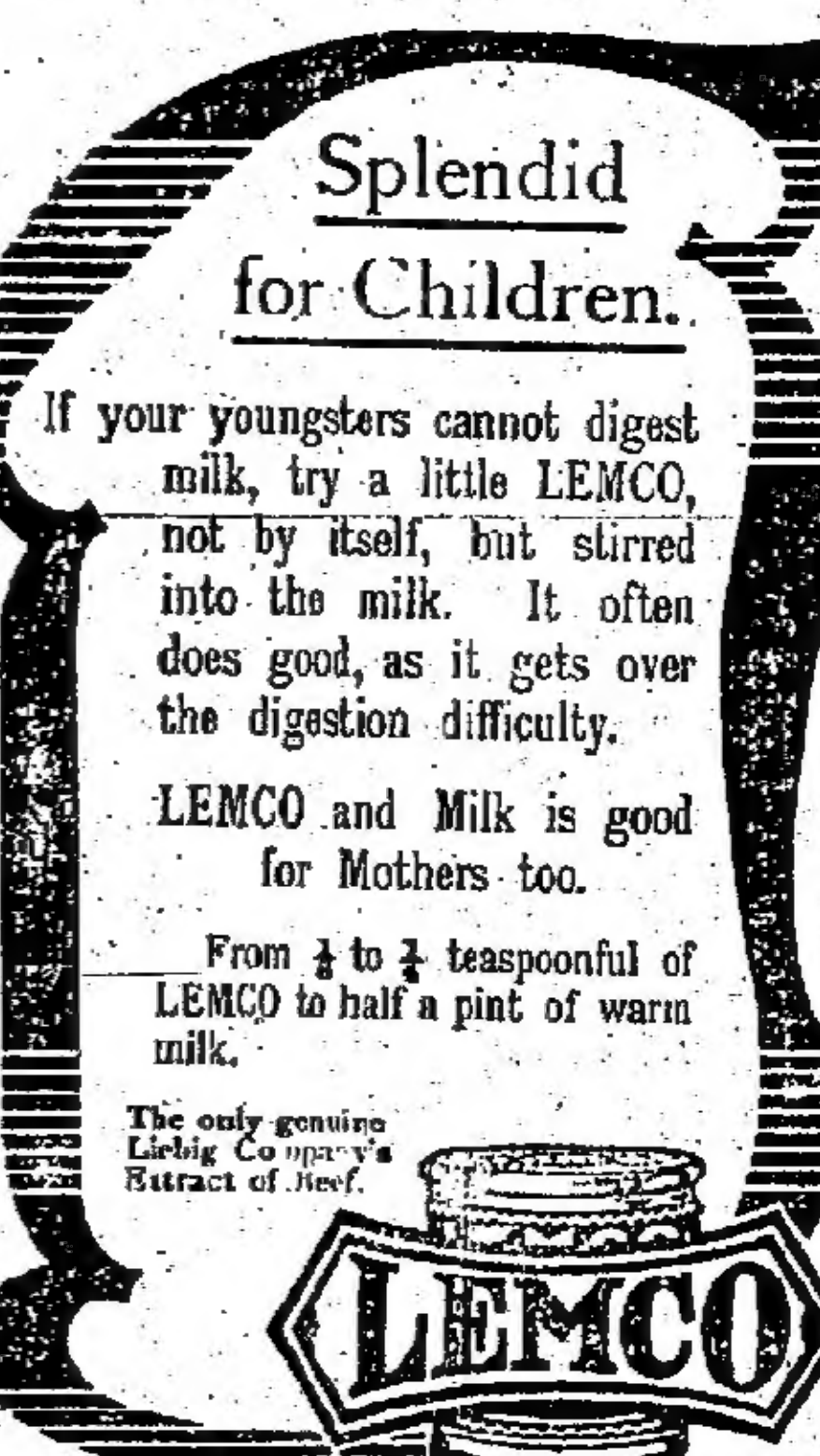
SECURITIES issued by PARIS
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CUNLIFFE, RUSSELL & CO., being the oldest estab-
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MARTIN'S APIOL & STEEL PILLS

A French Remedy for all the ailments of the
digestive system. It is a truly scientific
preparation. It is the only one of its kind
in the world. It is the only one that
MARTIN, CHAMBERLAIN & CO., ENGLAND.



LEMCO

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 2.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 94 "

Width of Entrance on Bottom... 94 "

Water on Blocks at Spring Tide... 34 "

DOCK No. 1.

Extreme Length... 538 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 86 "

Water on Blocks at Spring Tide... 44 "

DOCK No. 2.

Extreme Length... 571 feet.

Length on Blocks... 564 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 68 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS, and also ELECTRICAL

WORK.

A LARGE STOCK OF MATERIAL is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 H.P.

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

799

NEWCHWANG, British str., 364, E. L. Jones,

1st January—Amoy 30th Dec., Beas-

Butterfield & Swire.

NICHIBI MARU, Japanese str., 1,420, R.

Mitsukawa, 30th December—Wakamatsu

24th Dec., Coal—Mitsui Bussan Kaisha.

PAKIAT, German str., 1,013, J. Wenzel, 26th

December—Swatow 25th Dec., General—

Butterfield & Swire.

PROMETHEUS, Norw. str., 1,024, Corasliussen,

31st December—Bangkok 18th Dec., Rice

and General—Nippon Yusen Kaisha.

RAJAH, German str., 2,028, R. Petersen, 26th

December—Bangkok 19th Dec., General—

Butterfield & Swire.

RUBI, British str., 1,811, E. W. Almond, 30th

December—Manila 28th Dec., General—

Shearman, Thomas & Co.

SHOSU MARU, Japanese str., 999, M.

Nemoto, 28th Dec.—Swatow 27th Dec.,

General—Osaka Shosen Kaisha.

SWANLEY, British str., 2,908, W. E. Steele,

28th December—Chingwa 26th Dec.—

Gibb, Livingstone & Co.

THORANA, Austro-Hungarian str., 2,887, P.

Guestsmei, 29th December—Russia B.S.

12th November, Cement—Order.

TYNARAS, Dutch str., 2,444, A. Pauder, 30th

December—Mussor 22nd Dec., General—

Java-China Japan Line.

TEIKU, German str., 1,002, Koeh, 23rd Dec.

—Bangkok via Hoihow 22nd Dec., General—

Butterfield & Swire.

ULV, Norwegian str., 885, J. Pedersen, 17th

December—Haiphong 14th Dec., Rice—

Asgard, Thoresen & Co.

WOOLWICH, British str., 1,845, A. Stoker, 13th

November—Moji 8th November, Coal—

Doddwell & Co.

SAILING VESSELS.

EOLIPSE, British 4-masted bark, 2,963, L. D.

Vance, 24th August—New York 1st May.

Case Oil—Standard Oil Co.

SHIPPING IN PORT.

STEAMERS.

ALBERTA, German str., 2,450, Ernst, 23rd Dec.— Portland Or., and Moji 18th Dec., Flour— Portland & Asiatic Steamship Co.	AMIGO, German str., 822, T. N. Baltzer, 1st January—Haiphong and Hoihow 30th Dec., Rice—Jensen & Co.	AMOI, German str., 663, H. Plambek, 30th Dec.—Amoy 29th Dec., Ballast—Sander, Wiesler & Co.	BOURNON, French str., 997, Le Bill, 27th Dec.— Saigon 22nd Dec., General—Chinese.	CHANGCHOW, British str., 1,203, H. E. Walker, 1st January—Chinkiang 28th Dec., General— Butterfield & Swire.	CHARLTON, British str., 2,592, W. G. Thomas, 27th December—Barry 5th Nov., Coal— Naval Store Officer.	CHIRIT, British str., 1,176, J. Warrack, 2nd January—Haiphong Dec. 29th, and Hoihow 31st, Rice and Stock—Butterfield & Swire.	CHING WU, British str., 1,217, D. McLean, 2nd January—Singapore 28th Dec.— Butterfield & Swire.	CHUYEN, Chinese str., 1,177, C. Stewart, 31st December—Shanghai 25th Dec., General— Chinese.	CHOWPA, German str., 1,055, T. Spiesen, 29th December—Bangkok 19th Dec., Rice— Butterfield & Swire.	CHOYANG, British str., 1,424, A. B. Sandback, 1st January—Shanghai 28th Dec., General— Jardine, Matheson & Co.	CHUNSHAN, British str., 1,417, Mayrick, 20th December—Kanton 14th Dec., General— Jardine, Matheson & Co.	CLARA JENSEN, German str., 1,103, J. Jensen, 29th December—Wakamatsu 23rd Dec., Coal—Jensen & Co.	DAGNY, Norwegian str., 883, O. Abrahamson, 22nd December—Haiphong 18th Dec., Rice Asgard, Thoresen & Co.	DAPHNE, German str., 1,974, Schipper, 30th December—Salina Cruz 25th Nov.— China Commercial S.S. Co.	DAIJIN MARU, Japanese str., 1,000, Suruga, 1st January—Swatow 31st Dec., General— Osaka Shosen Kaisha.	EMPEROR OF INDIA, British str., 3,032, B. Heatham, 16th Dec.—Vancouver 26th Nov. and Shanghai 13th Dec., Mails & General— C. P. R. Co.	FAUSANG, British str., 1,410, H. S. Malkin, 13th Dec.—Shanghai Dec. 8th, via Swatow 12th, General—Jardine, Matheson & Co.	GANGOR, British str., 2,721, S. A. Page, 22nd December—Barry Dock 31st Oct., Coal— Admiralty.	GERMANIA, German str., 1,004, H. Fliegel, 31st December—Sydney via Port 24th Nov., Copra—Siemssen & Co.	GLENESEK, British str., 2,274, Rafferty, 30th Nov.—Salina Cruz 16th Sept. General— China Commercial Co.	HINSHAN, British str., 1,536, A. G. Smith, 7th December—Chafes 1st Dec., General— Jardine, Matheson & Co.	HOLSTEIN, German str., 987, Niejahr, 29th Dec.—Tourane, General and Rice—Jensen & Co.	HONGKONG MARU, Japanese str., 3,447, E. Beal, 31st Dec.—Manila 29th Dec. Mails and General—Toyo Kisen Kaisha.	HUICHOW, British str., 1,311, E. Forsyth, 31st December—Haiphong, Pakhoi and Hoihow 30th Dec., General—Butterfield & Co.	ICRANG, British str., 1,223, L. Jones, 1st Jan. —Shanghai 28th Dec., General— Butterfield & Swire.	KAGA MARU, Japanese str., 6,301, G. S. Lapraik, 30th Dec.—Shanghai 27th Dec., General—Nippon Yusen Kaisha.	KIUKIANG, British str., 1,228, H. A. Warrall, 29th December—Shanghai 28th Dec., General— Butterfield & Swire.	KJELD, Norwegian str., 910, Helbro, 26th Dec. —Puland 12th Dec., Coal—Asgard, Thoresen & Co.	KURICHOW, British str., 1,915, Hooker, 22nd December—Watu & Chinkiang 18th Dec., Rice—Butterfield & Swire.	KWANTAR, Chinese str., 1,246, Wm. H. Lau, 28th December—Shanghai 25th Dec., General—Chinese.	LAISANG, British str., 3,980, E. J. Todd, 31st Dec.—Calcutta Dec. 13th, and Straits 24th, General—Jardine, Matheson & Co.	LAUDOWN, British str., 2,438, A. L. Paterson, 4th Dec.—Moji 28th November, Ballast— Doddwell & Co.	LIGHTNING, British str., 2,122, E. Foy, 31st December—Calcutta and Singapore 14th General—David Sasson & Co.	LOOKSUY, German str., 1,657, W. Taubert, 3rd December—Bangkok 17th Dec., Rice—Butterfield & Swire.	LOO SOU, German str., 1,620, G. Schultzen, 3rd December—Bangkok 18th Dec., Rice and Wood—Butterfield & Swire.	MANILA, German str., 1,181, J. Minssen, 14th December—Sydney 19th Nov. and Manila 11th Dec., General—Melchers & Co.	MARU, German str., 1,169, P. E. Christensen, 24th Dec.—Salina Cruz and Mexico 16th Nov., Ballast—China Commercial S.S. Co.	NANSHAN, British str., 1,266, Allen Jones, 30th December—Saigon 24th Dec.—Rice and General—Bradley & Co.	NEPTUNE, British str., 2,154, H. G. Roberts, 29th December—Kuchinozu (Japan) 24th December, Coal—Order.	NEWCHWANG, British str., 364, E. L. Jones, 1st January—Amoy 30th Dec., Beas- Butterfield & Swire.	NICHIBI MARU, Japanese str., 1,420, R. Mitsukawa, 30th December—Wakamatsu 24th Dec., Coal—Mitsui Bussan Kaisha.	PAKIAT, German str., 1,013, J. Wenzel, 26th December—Swatow 25th Dec., General— Butterfield & Swire.	PROMETHEUS, Norw. str., 1,024, Corasliussen, 31st December—Bangkok 18th Dec., Rice and General—Nippon Yusen Kaisha.	RAJAH, German str., 2,028, R. Petersen, 26th December—Bangkok 19th Dec., General— Butterfield & Swire.	RUBI, British str., 1,811, E. W. Almond, 30th December—Manila 28th Dec., General— Shearman, Thomas & Co.	SHOSU MARU, Japanese str., 999, M. Nemoto, 28th Dec.—Swatow 27th Dec., General—Osaka Shosen Kaisha.	SWANLEY, British str., 2,908, W. E. Steele, 28th December—Chingwa 26th Dec.— Gibb, Livingstone & Co.	THORANA, Austro-Hungarian str., 2,887, P. Guestsmei, 29th December—Russia B.S. 12th November, Cement—Order.	TYNARAS, Dutch str., 2,444, A. Pauder, 30th December—Mussor 22nd Dec., General— Java-China Japan Line.	TEIKU, German str., 1,002, Koeh, 23rd Dec. —Bangkok via Hoihow 22nd Dec., General— Butterfield & Swire.	ULV, Norwegian str., 885, J. Pedersen, 17th December—Haiphong 14th Dec., Rice— Asgard, Thoresen & Co.	WOOLWICH, British str., 1,845, A. Stoker, 13th November—Moji 8th November, Coal— Doddwell & Co.
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VISITORS AT HOTELS

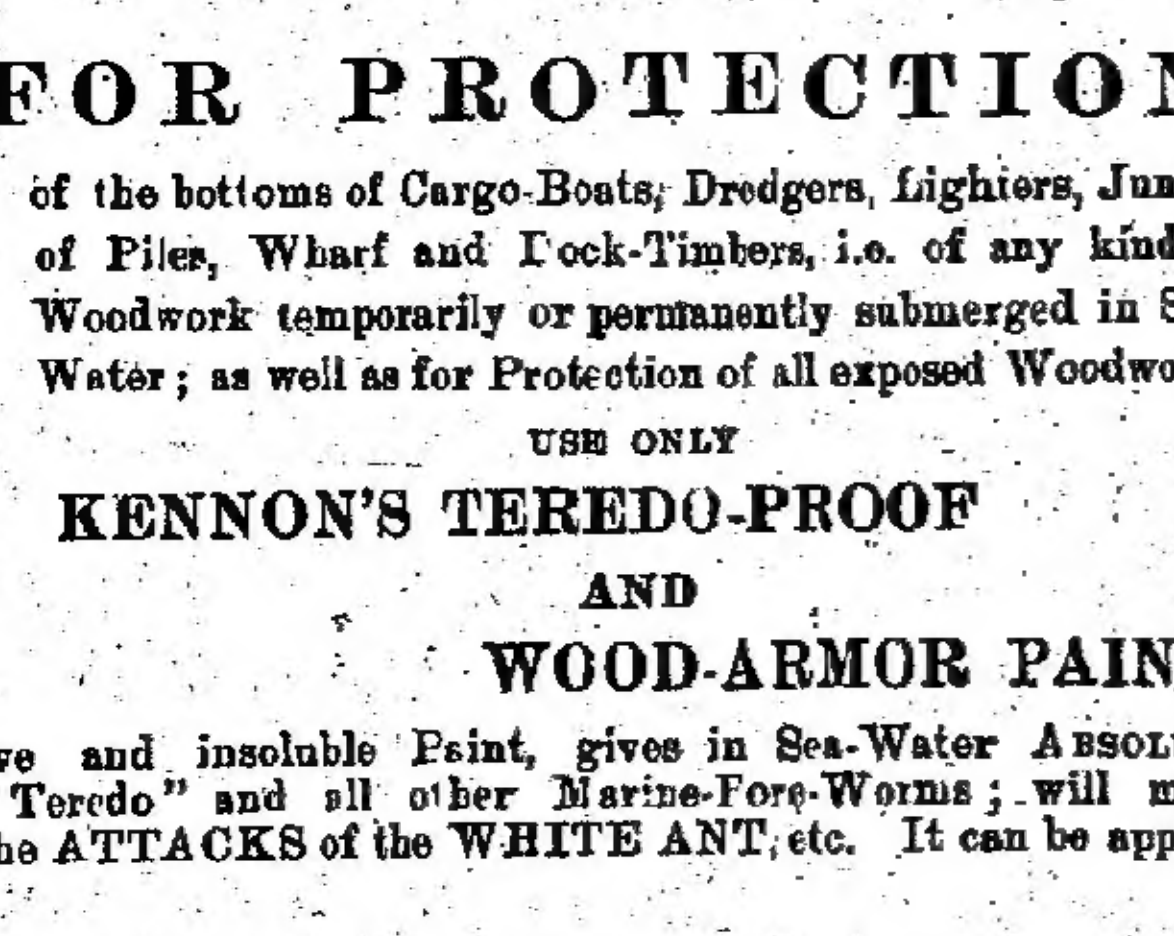
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Dr. & Mrs. S. Biscoe	Mrs. E. T. Math
Miss Binney	child
Mr. A. B. Blum	Mr. G. O. McInt
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Mr. and Mrs. T. O. B. Herman	Mr. & Mrs. A. H. Moore
Mrs. C. A. Jack	Mr. & Mrs. A. H. Moore
Mrs. Jackson & child	Mr. & Mrs. A. H. Moore
Mr. & Mrs. F. J. V.	Mr. & Mrs. A. H. Moore
Mr. J. E. Joseph	Mr. & Mrs. A. H. Moore
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Mr. Esters	Mr. E. M. L.
Capt. D. over, D. M.	Mr. E. M. L.
Mr. Deoner	Mr. E. M. L.
Rev. & Mrs. A. D. Ennis	Mr. E. M. L.
Dr. Comdr. Frémantle, U.S.N.	Mr. E. M. L.
Mrs. Freeman	Mr. E. M. L.



IN THE CHINA SQUAD

Alcortia, despatch-boat, 700 tons,
8 k.l.p., Comdr. E. La T.
Hongkong

Anraera, 2nd class cruiser, 4360 tons,
7000 h.p., Captain C. L. V.
Shanghai

Beifrid, British cruiser, Capt. S.
K.N., Singapore

Bramble, gun boat, 710 tons, 900 h.p.,
Comdr. G. W. Davidson, Shanghai

Britomart, gunboat, 710 tons, 900 h.p.,
Comdr. W. L. Bamber, Shanghai

Cadmaia, British sloop, 1070 tons, C.
Majendie, Canton

Clio, British sloop, 1070 tons, Comdr.

S. Raikes, West River
Fame, torpedo-boat destroyer, 3
guns, 5700 h.p., Li-ent-Comdr. W.
West River
Flora, 2nd class cruiser, 4360 tons,
7000 i.h.p., Capt. Roland Nagle
Handy, torpedo-boat destroyer, 950
4000 h.p., Li-ent-Comdr. W.
West River
Hart, torpedo-boat destroyer, 295 tons,
4,000 h.p., Li-ent-Comdr. G. A.
West River
Janus, torpedo-boat destroyer, 320 tons,
3300 h.p., Lt.-Comdr. C. A.
West River
Kent, armoured, 9800 tons, 14,000
h.p., Capt. G. S. A. Marescaux
King, light cruiser, British cruiser, F.
Admiral Sir Arthur W. Moore,
in Chief, 14,100 tons, Capt. Cecil
by, Hongkong
Kinsler, river gunboat, 616 tons, Lt.
Sidney H. Tannynson, Yangtze
Monmouth, cruiser, 3800 tons,
Taku, Hongkong
Moorcock, river gunboat, 180 tons,
Lieut. Comdr. Vaughan, Western
Nightingale, river gunboat, 85 tons,
Li-ent-Comdr. R. S. Roy, R.N.
Otter, torpedo boat destroyer, 885 tons,
630 i.h.p., Lt.-Comdr. Kiddie,
Robin, river gunboat, 85 tons,
h.p. Li-ent-Comdr. Walcott
Sandpiper, river gunboat, 85 tons,
h.p., Li-ent-Comdr. H. B. T.
Snipe, river gun-boat, 55 tons, 2 guns
Li-ent-Comdr. Alan Dixon, Yangtze
Taku, torpedo boat destroyer, 1
Hongkong

ts AUSTRIAN.

FRENCH.
Allouette, river gunboat, Lieut. Millet, Cochise.

Lient. Jeannel, Canton
Coronade, gunboat, Lient. Kerchael, Saigon

D'Entrecasteaux, French cruiser, 8,000, Cap
Ticon Shanghai

Haiphong
Jacquin river gunboat. Lient. Le Coro

Lieut. Sagos-Duvauroux, Saigon
Kassiat gunboat 1250 tons, 6 guns, 2300 h

Montcalm, cruiser (Flagship of Vice-Admiral Richard Clendenen in Chief) 9700 tons

Mousquet, destroyer, Lieut. Duchemin, R.
d'Along

Pistolet, destroyer, Lieut. de Reinach We

Rapier, destroyer, 330 tons, Lieut. Vincent
Brichignaco, Saigon

Sabre, destroyer, 330 tons, Lieut. Mal

Child	Surprise, gunboat, 629 tons, 2 guns, 900
B.	Lieut. Roque. Haiphong

Vauban, torpedo-depot (reserve), 6150 tons
guns 4560 h.p. Hongkong

GERMAN.

Tsingtau
Itis, gunboat, 1000 tons, 10 guns, 1300

Leipzig, cruiser, Commandant von Roth

Commander Harlog
Niobe, cruiser, Commander Witschel

T. F. Tiger, gunboat, 900 tons, 10 guns, 1890
Commander V. Abeken

n	Vaterland, gunboat—tons, 3 guns, 50)
	Lient. de Spaspeti

Pierro, Shanghai
PORTUGUESE.

Barry, destroyer, 420 tons, Ens. David L.

Chaucooy, destroyer, 420 tons, Lt.

IPS R. C. Smith, Cavite
Cleveland, cruiser, 3200 tons, Comm

guns, S. H. Stannton, Cr iing.
tham, Concord, gunboat, 1710 tons, Command

Cavite
Decatur destroyer. 420 tons. Ens. C

Lieut. Caperton, Cavite
Calceston, cruiser 3200 tons, Comm

B. L. Hughes, Yangtze
Manned, armed cruiser 13,680 tons

ons, 6 der Miller, Olongapo

Pennsylvania, armoured cruiser, 13,000
Capt. A. Ward. Cruising

guns,	Villalobos, gunboat, 370 tons, Lt. A. An	
	Yangtze	12 00

gun, Wilmington, gunboat, Commanding
mantle, Rm. Canton

Dec. 4th — Austria, Claverburn,
7th — Benvenue, Sikiang, 11th — A

Ludwig, Wraycastle. 18th—Dardanus,
3rd—Acera, Ninachon. 25th—

Rhenania, Slavonia, Kainakara Maru,
Mann, Japan, Alcindor, Bombay

ARRIVAL AT HOME.

NOTICE TO KOWLOON RESID

40 h.p. **U** - sale daily at the HOWESON
STALL, Mr. H. BUTTONJEE'S KOW

Hongkong, 22nd December, 1963.

100

As regards the weaving section of the industry, a very much less favourable position is shown. During the past four years there has been a somewhat reckless increase in the number of looms—about 90,000 looms have been brought into operation since 1903. The production of yarn has not kept pace with this rapid growth of the weaving sheds, and manufacturers w

When the bidding began yesterday for such precious fragments as "elephas primigenius, t. upper grinders," and "bos primigenius, f. sacrum, humerus, and foot bones," it might have been remembered that the very animals

steamers if the same speed could be built into the economic lines. The fog question had been thoroughly investigated by the United States Hydrographic Service, which showed that the percentage of foggy days on the northern route across the Atlantic averaged or was 35.12 per cent, against 8 per cent. on the New York route. As for the ice, it compels ships to take a slightly more southerly route from December to May, and in the Gulf of Lawrence there were floating bergs at certain seasons, but this was not a serious danger to the prudent navigator. The dangers of the ice were talked of; but from 1880 to 1917 only two ships were lost.

China, Japan, &c., not even excluding such remote
districts as Central Africa, the Fiji Islands, St.
H. &c. — *Diogenes Fierli* & Co. KIMBERLEY

HAMPSTEAD LONDON, ENGLAND.
Agents in HONGKONG—A. S. WATSON & CO. 68

and Merchants throughout the Colonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Fiji Islands, &c.

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